

# COAST GUARD BULLETIN



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## PORT SECURITY REGIMENTS ARE NOW OPERATING IN 9 ADDITIONAL PORTS

The success of the plan to undertake the guarding of docks, and other waterfront facilities, and the ships moored thereat, by means of regiments of volunteers serving on a part-time, no-pay basis, has been outstanding. Within the comparatively short period of 12 months which has elapsed since the establishment of the first regiment in the Port of Philadelphia, additional regiments have been raised and organized upon the Atlantic coast, in the Caribbean Sea, on the Gulf coast, upon the Great Lakes, and upon the Pacific coast. There are at the present time in active operation or in the process of being organized 16 Volunteer Port Security regiments. Eventually these regiments will have a total of approximately 18,000 enrolled in them and performing active duty.

Nine of the Volunteer Port Security regiments have been organized within the past 2 months and will soon be in full operation. The ports in which the new regiments will operate and the men who have been appointed as commanding officers are: Charleston, S. C., Lt. Richard D. Tucker; Miami, Fla., Lt. Charles B. Ledbetter, Jr.; Port Everglades, Fla., Lt. William J. Kelley; New Orleans, La., Lt. Comdr. Garner Tullis; Houston, Tex., Lt. James A. Pearson; Galveston, Tex., Lt. (j.g.) S. L. Walter; Mobile, Ala., Lt. John O'C. Jackson; San Juan, P. R., Lt. Comdr. Charles R. Hartzell; Long Beach-Los Angeles, Calif., Commander Donald W. Douglas.

The older regiments which are now in full operation and performing valuable service are located at Philadelphia, Pa., Baltimore, Md., Jacksonville, Fla., Tampa, Fla., Duluth, Minn., Superior,

Wis., San Francisco, Calif., and Oakland, Calif.

At the present time all naval districts with the exception of the first, third, thirteenth, and fourteenth have Volunteer Port Security regiments at one or more of their principal ports.

The objective of the Volunteer Port Security regiments is to relieve regular Coast Guard personnel from many of the routine activities necessary for the security of harbors and their facilities. Coast Guard representatives collaborate with leading citizens of communities where regiments are desirable to secure the participation of the necessary number of men and women and to establish the facilities for preparing these men and women for the duties they are to assume. These duties are mainly the routine patrol and sentry activities on shore which are necessary for the protection of shipping and harbor facilities.

## DESIRABILITY OF UNIFORM PILOT RULES FOR GULF WATERWAYS STUDIED

A meeting to determine the advisability of adopting uniform pilot rules for the Gulf portion of the Intracoastal Waterway was held in New Orleans, La., on August 30, 1943. Attending the meeting were officials of various pilot organizations, shipping establishments, and other maritime interests as well as Coast Guard officers of the Eighth Naval District and a committee from Coast Guard Headquarters. Commodore Joseph F. Farley, district Coast Guard officer of the Eighth Naval District, served as chairman of the meeting.

The purpose of this meeting was to obtain the views of the shipping interests on the desirability of uniform pilot rules for all sections of the Intracoastal Waterway lying along the Gulf coast. The testimony introduced

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tended to show a general agreement that there should be uniformity in the pilot rules affecting this Intra-coastal Waterway traffic, and brought out the fact that difficulties were being experienced as the Intra-coastal Waterway intersected and for various stretches coincided with river channels some of which required an observance of inland rules while others came under the provisions of the Pilot Rules for Western Rivers.

The members of the committee representing Coast Guard Headquarters at the meeting were: Commander Lawrence J. Bernard, special assistant to the Commandant of the Coast Guard; Commander Robert A. Smyth, executive secretary of the Merchant Marine Council; and Lt. Comdr. William I. Connelly of the Chief Counsel's Office.

#### COMMANDANT VISITS THE SOUTH PACIFIC BATTLE AREA

Vice Admiral R. R. Waesche, Commandant of the Coast Guard, recently returned from the South Pacific war zone where he inspected Coast Guard activities and made plans for the opening of several Coast Guard offices for the handling of marine inspection matters. Accompanied by Commander H. T. Jewell and Lt. Comdr. A. J. Hesford, the Commandant traveled the entire distance by plane, covering 28,500 miles in 5 weeks. He conferred with Admirals Nimitz and Halsey, of the United States Navy, General MacArthur, of the United States Army, and other United Nations leaders in the area.

One of the primary purposes of the mission was a study of the needs for opening Coast Guard offices for the handling of its functions connected with the merchant marine. The principal problems of this character requiring solution are those connected with discipline among crews of merchant vessels. The Coast Guard offices to be opened will conduct hearings and otherwise handle cases involving insubordination, breaches of discipline, and other friction between officers and crew. The establishment of regional offices will enable such matters to be disposed of promptly, avoiding the delays resulting when it was necessary for ships to return to the United States before such cases could be heard.

To these units merchant marine inspectors will also be attached to enforce the observance of the wartime safety measures and emergency regula-

tions aboard United States merchant vessels. Here also, merchant marine personnel will be able to make application for examination for original licenses or for licenses of higher grade. In all, eight offices were established: Four in Australia, and the others strategically situated through the rest of the area dominated by the United Nations.

Another result of the inspection was the establishment of two Coast Guard replacement centers to handle the transfer and replacement of Coast Guard personnel. These centers will facilitate the adequate distribution and relief of personnel.

Decision was also reached to establish a substantial number of aids to navigation in some of the most frequented waters in that area. Two Coast Guard lighthouse tenders have already been assigned to the task of establishing and maintaining these aids.

#### SIX OFFICERS AND MEN OF ILL-FATED "ESCANABA" GIVEN AWARDS

Six officers and men of the Coast Guard Cutter *Escanaba* have been awarded posthumous decorations and commendations for their work in saving 132 men from a torpedoed Allied transport in the North Atlantic last winter, an event which took place several months before their own ship was lost. The awards were made by Admiral Royal E. Ingersoll, Commander in Chief of the Atlantic Fleet. The *Escanaba* later sank in the North Atlantic following an explosion of undetermined origin, and the entire complement aboard the cutter, with the exception of two petty officers, was lost.

Among the awards made by Admiral Ingersoll were the Legion of Merit, the Navy and Marine Corps Medal, and letters of commendation. The Legion of Merit was awarded to Lt. Comdr. Carl Uno Peterson, U. S. C. G., commanding officer of the *Escanaba*. The Navy and Marine Corps Medal went to Ensign Richard A. Arrighi, Forrest O. Rednour, ship's cook second class, and Warren T. Deyampert, steward's mate third class. Letters of commendation were awarded to Lt. Robert H. Prause, U. S. C. G., and Asst. Surg. Ralph R. Nix, United States Public Health Service.

The rescue for which the awards were made took place in midwinter while the *Escanaba* was accompanying a convoy. A transport was torpedoed during the night and sank shortly afterwards. The *Escanaba*, going to the aid of survivors,

carried on rescue operations for more than 8 hours in absolute darkness, under constant threat of submarine attack. Members of the crew of the cutter went over the side into the icy waters to fasten lines around the survivors and they were hauled aboard. Other crew members went out in rubber suits, swimming to life rafts to tow them to the cutter.

The cutter *Escanaba*, the first of six cutters known as the *Escanaba* class, was a cruising cutter 165 feet in length, and was built at the Defoe Boat & Boiler Works, Bay City, Mich., in 1932. Specially reinforced for ice breaking, the cutter, before being assigned to convoy duty in the North Atlantic, was used on the Great Lakes with Grand Haven, Mich., as her permanent station. One of her important peacetime duties was to open the Lake routes to navigation by breaking a channel through the ice each spring and to keep the same channels open as long as possible each fall. Her normal complement was 60 officers and men. Displacing 718 tons, her rated speed was 13.5 knots. Her armament consisted of two 3-inch 50-caliber guns and two 6-pounders.

#### COAST GUARD PERSONNEL TO MAN ADDITIONAL NAVAL VESSELS

In addition to manning its own increasing fleet of cutters of all types, the Coast Guard will now provide the necessary complements to man 135 new vessels which have been turned over to the Service by the Navy. The vessels vary in size from troop transports to small tankers and include a substantial number of new destroyer escorts and frigates. As a result of these new assignments, 215 regular Navy vessels will be manned entirely by the Coast Guard.

Early in the war experienced seagoing officers and men of the Coast Guard were assigned to 5 of the Navy's large transports. As the Navy's expansion program continued, Coast Guard officers and men were assigned to 75 other vessels, including tank landing ships, infantry landing craft, cargo vessels, 173-foot PC boats, and 110-foot subchasers.

#### 33 OFFICERS ADVANCED IN RANK FOR TEMPORARY SERVICE

Thirty-three officers of the Coast Guard were temporarily advanced in rank by the President on September 17, 1943. The group included 8 com-

manders who will now have the rank of captain and 25 lieutenant-commanders who have advanced to the rank of commander.

The commanders promoted to captains are: Frederick J. Birkett, John Trebes, Jr., Lester H. Wells, Arthur G. Hall, Frederick C. Hingsburg, Lee H. Baker, John P. Murray, Jr., and Joseph S. Rosenthal.

The lieutenant-commanders promoted to commanders are: Earl G. Brooks, Reginald H. French, Anthony F. Glaza, John P. Crowley, Arthur G. Morrill, Allen Winbeck, William B. Chiswell, Oliver A. Peterson, Marius De Martino, Carl G. Bowman, James C. Wendland, Richard M. Ross, John A. Dirks, Harry A. Loughlin, Henry J. Wuensch, George M. Nelson, William P. Hawley, Hans F. Slade, John M. Zeller, Romero J. Barromey, Donald B. MacDiarmid, Garrett V. A. Graves, William B. Scheibel, Bret H. Brallier, and George H. Miller.

#### STATISTICS SHOW MARKED INCREASE IN AIDS TO MARINE NAVIGATION

More than 1,100 additional aids to marine navigation have been established in United States waters by the Coast Guard during the past fiscal year, according to statistics recently compiled. On June 30, 1943, the number of marine navigational aids was 33,557 as compared to 32,437, the number in operation a year previous. The most substantial increase has taken place in the number of lighted aids, which now total 11,571, or 722 more than were in operation at the end of June 1942. During the fiscal year, 1,199 lighted aids were established while 477 were discontinued.

The remaining two general classifications of marine aids to navigation, fog signals and unlighted aids, also showed substantial increases for the fiscal year. Fog signals now total 2,058, an increase of 192 over the total for the previous fiscal year. During the past year, 262 fog signals were established at new locations and 70 were discontinued. The number of unlighted aids showed an increase of 363, bringing the total now in use to 20,836.

The steady increase in the number of minor lights and buoys now being operated electrically, as reflected in the statistical report, indicates the trend on the part of the Service to the use of electric power. As a result, the proportional number of minor lights

and buoys operated by acetylene gas is decreasing. Within the past 4 years, the number of lights operated by electricity has increased from 3,976 to 6,042. During the same period the number of acetylene-gas-operated lights has shown only a slight increase, from 3,216 to 3,402, equivalent to an actual reduction in the proportionate number of such lights.

Oil wick lamps, once the sole form of illuminant in lighthouse work, have shown a marked decrease, there now being only 2,009 in service. The wick lamp, burning kerosene oil, has now been replaced by other apparatus at all the important lighthouses, and is used now only for a small portion of the minor lights. The last stronghold of this form of lighting apparatus is the Mississippi River system, where 1,418 lights of the type tended by lamplighters, most of whom work on a part-time basis, are still of this variety. Because of the rapidity with which this apparatus is being replaced by small, self-contained battery-operated electric lights, it is expected that another 5 years will see the virtual elimination of the wick lamp in lighthouse work.

In the United States, the original type of wick lamp was a device burning whale oil. Such lamps were either of a bucket type or a type resembling a shallow pan, the wicks being loosely braided affairs seen today only in certain types of flares.

The first of these lamps was used in Boston Light in 1716. Whale oil, colza oil, and lard oil were used in succession for a period of more than 160 years, during which substantial improvements were made in the lamps themselves. Kerosene was introduced into lighthouses in this country in 1877. The wick lamp, using this fuel, reached its highest stage of perfection with the five and six concentric wick burners used in lighthouses about the end of the century.

The introduction of pintsch gas, acetylene gas, and electricity proved a challenge to the kerosene lamp. But through the development of the incandescent oil vapor lamp (burning kerosene) this illuminant was able to hold its own for many more years. Such lamps were gradually installed at the more important lights, greatly increasing the candlepower of the lights.

Marine radiobeacons, of which there were 154 in 1942, have increased during the year to a total of 170. The 16 newly established radiobeacons represent approximately double the increase of the average of recent years. The first

United States radiobeacon was installed on the Ambrose Channel Lightship, in New York Harbor, on May 1, 1921. The first radiobeacon station on the Pacific coast was established on the San Francisco Lightship in San Francisco Harbor 1 year later. The first station on the Great Lakes was established on the Lake Huron Lightship, Mich., in June 1925. The latest statistics show a total of 72 radiobeacon stations now established at strategic points along the Atlantic and Gulf coasts. On the Great Lakes there are 57 radiobeacon stations, and on the Pacific coast 41 radiobeacon stations.

Of the total of 29 lightships which normally would be in use, only 13 are now actually on station, the other 16 having been temporarily withdrawn because of war conditions. In most instances, however, the stations are marked with lighted or unlighted buoys. The first lightship station was established in 1820 in Hampton Roads, Va., and was known as the Craney Island lightship station. Since the establishment of this first station, approximately 120 additional points have been so marked at various times.

The illuminating apparatus of the early ships left much to be desired, and the ships themselves were sometimes not well adapted to the conditions which they were expected to meet, but withal lightships were found to serve a useful purpose. They were gradually improved and the number of stations so marked increased. Quite early, experiments were made with such ships anchored on exposed outside stations, such as Sandy Hook, and by the time of the Civil War there were about 50 lightships on the outside and inside stations combined.

A number of the lightships were destroyed through military activities of the Civil War, and were not replaced. Several of the stations previously occupied by these lightships were marked by the erection of screwpile lighthouses. From the time of the Civil War up to the present time, many developments took place. Wooden hulls gradually gave way to iron and steel hulls; sails, or no motive power at all, were replaced by steam and internal combustion machinery; and the crude oil lamps disappeared as acetylene and electric apparatus was developed.

The past 27 years has seen a gradual decline in the number of lightships, due to engineering developments which have made it practicable to replace many of these ships with lighthouses built in comparatively deep water.

The peak years, in the number of lightship stations maintained, were 1915-17 when there were 53 stations marked with lightships. Development of the radiobeacon, increasing the effectiveness of stations so equipped, certain changes in traffic conditions, and the replacement of lightships by light-houses, has accounted for the reduction in number of stations since that date. The greatest reduction has taken place on the Great Lakes, where there is now but 1 lightship station.

#### **NEW EDITION OF LOAD LINE MANUAL ISSUED BY COAST GUARD**

A new edition of the Load Line Manual, intended for the instruction of law enforcement officers, has just been issued by the Coast Guard, and replaces earlier editions published when the work was a function of the Bureau of Marine Inspection and Navigation of the Department of Commerce. The text of the new edition appears over the signature of the Commandant of the Coast Guard, and has been brought up to date, but is substantially the same as the last previous issue.

The following section headings indicate the scope of the publication: Applicable Laws and Regulations; Load Line Markings; Load Line Certificates; Procedure of Inspection for Load Line Enforcement; Applicable Load Line; Brackish Water Allowance; Observation of Load Line for Submergence; Reading Drafts; Overloading; Foreign Load-Line Marks and Certificates; Procedure After Load Line Inspection by Enforcement Officers; Violations of the Load Line Acts.

#### **ENLISTED SPARS SELECTED FOR OFFICER TRAINING**

In accordance with the policy of the Coast Guard to send qualified enlisted personnel to officer training school, 10 enlisted women of the SPARS, the Women's Reserve of the United States Coast Guard Reserve, were among the group of 75 SPAR officer candidates who began training on September 22, at the Coast Guard Academy, New London, Conn.

In order to qualify as an officer candidate, an enlisted woman must have been on active duty in the Service for at least 6 months, and attained a satisfactory record for performance and conduct during that time. She must be recommended for officer training by her commanding officer and pass certain examinations.

#### **TORPEDOMAN'S MATE RATING REVIVED TO MEET NEW SERVICE DEMANDS**

The rating of torpedoman's mate has been reestablished in the Coast Guard, and is now available to Service personnel for the first time since the Spanish-American War. Nine enlisted men of the Coast Guard were recently given this rate upon completion of the course at the Naval Training School for torpedomen at Newport, R. I. Eight commissioned officers also took the training.

This new rating became necessary with the recent assignment of Coast Guard crews to a number of Navy destroyer escorts. As cutters of the Coast Guard have not been equipped with torpedo tubes, there has been no previous need for the rating in the Service.

For the care and maintenance of torpedoes and torpedo tubes, an additional 120 men are now undergoing training at Norfolk, Va. At the school there, the men learn repair, overhaul, and testing methods, local control of torpedo fire, and safety precautions.

Two additional ratings have also been added in the aviation branch of the Coast Guard, with the establishment of the aviation radioman and aviation ordnanceman rates. Both ratings are available in the four top enlisted grades, namely, chief and first-, second-, and third-class petty officers.

#### **PERSONNEL STRENGTH OF COAST GUARD RISING STEADILY**

With a grand total of 151,200 officers and enlisted men already on active duty throughout the Nation and wherever the war is being fought, the United States Coast Guard has set its goal at 171,500 men in active service by the end of 1943. This total will include 10,500 commissioned officers and 161,000 enlisted men, as compared to the 8,200 commissioned officers and 143,000 enlisted men on active duty in July 1943.

During the last war, the personnel strength of the Coast Guard totaled 6,700 men, of which slightly more than 200 were commissioned officers, and the remaining 6,500 enlisted men.

The great difference in the size of the Coast Guard during the present war as compared with its size during the First World War is due to the difference in naval policy. At the present time the Coast Guard is performing many tasks, of a military nature over and above those of its peacetime functions, the personnel of the Service having been appropriately expanded for the purpose.

During the last war, while the Coast Guard operated as a part of the Navy and participated in its wartime activities, this was done only to the extent of what was substantially its peacetime complement.

According to recent statistics, the United States Navy now has a personnel strength of 1,782,000 officers and enlisted men, with a goal of 2,294,000 to be reached by the end of 1943.

#### **NEW FIRE-FIGHTING MANUAL JUST ISSUED**

A new publication, entitled "Fire Fighting Manual," has just been issued

by Coast Guard Headquarters, and is available for distribution. This booklet covers the problems of fire fighting aboard ship as well as on shore. The following topics are covered, and are also the headings of chapters in the publication: Fire—Its Causes, Classes, and Extinguishment; Fire-Fighting Equipment; Protective Equipment; and Hazards and Precautions. The primary purpose of the manual is to present the latest developments in fire-fighting equipment. The pamphlet is in printed form, and fully illustrated. Distribution is restricted.



## MERCHANT MARINE INSPECTION ACTIVITIES

### AMENDMENTS TO SUBCHAPTER O—REGULATIONS APPLICABLE TO CERTAIN VESSELS AND SHIPPING DURING EMERGENCY

The following amendments to Subchapter O are now or soon will be placed in effect. They were published in the Federal Register of August 17, 1943:

#### PART 151—MARINE ENGINEERING MATERIALS; REGULATIONS DURING EMERGENCY

Part 151 is amended by the addition of the following new §§ 151.3 to 151.12, inclusive, reading as follows:

§ 151.3 *Marine boiler steel plate.*—Steel plate manufactured according to the specifications of A. S. T. M. designation A 204-42, grades A, B, and C, shall be considered as satisfying the requirements for steel plates of grades E, F, and G, respectively, specified in §§ 51.2 to 51.2-10, inclusive, of this chapter.

§ 151.4 *Lap-welded and seamless steel and lap-welded iron boiler tubes.*—Material manufactured according to the specifications of A. S. T. M. designation A 83-42 and A. S. T. M. emergency alternate provision EA-AS3 shall be considered as satisfying the requirements of §§ 51.9-1 to 51.9-16, inclusive, of this chapter.

§ 151.5 *Electric-resistance-welded steel and open-hearth iron boiler and superheater tubes.*—Material manufactured according to the specifications of A. S. T. M. designation A 178-40 and A 226-40 together with A. S. T. M. emergency alternate provisions EA-A178 and EA-A226, respectively, shall be considered as satisfying the requirements of §§ 51.9a-1 to 51.9a-18, inclusive, of this chapter.

§ 151.6 *Seamless steel boiler tubes for high-pressure service; medium-carbon seamless steel boiler and superheater tubes; carbon-molybdenum, alloy-steel boiler and superheater tubes.*—(a) Material manufactured according to the specification of A. S. T. M. designation A 192-40 and A. S. T. M. emergency alternate provision EA-A192 shall be considered as satisfying the requirements for seamless steel boiler tubes for high-pressure service as set forth in §§ 51.10-1 to 51.10-18, inclusive, of this chapter.

(b) Material manufactured according to the specifications of A. S. T. M. designation A 209-42 and A. S. T. M. emergency alternate provision EA-A209 shall be considered as satisfying the requirements for carbon-molybdenum alloy-steel boiler and superheater tubes as set forth in §§ 51.10-1 to 51.10-18, inclusive, of this chapter.

§ 151.7 *Steel pipe.*—(a) Material manufactured according to the specifications of A. S. T. M. designation A 106-42 T shall be considered as satisfying the requirements for lap-welded, grade A, and grade B steel pipe as set forth in §§ 51.11-1 to 51.11-9, inclusive, of this chapter: *Provided*, That grade A seamless steel pipe manufactured by the acid-bessemer process shall be limited in use to pressures of not over 350 p. s. i. and/or temperatures not exceeding 450° F., and to installations where the pipe will not be bent, coiled, flanged, or otherwise worked: *Provided further*, That grade B seamless steel pipe made by the acid-bessemer process shall be limited to the same uses as Grade A acid-bessemer pipe except that it may be used for higher pressures and temperatures for such purposes as superheater drains, etc., in sizes of not over 2-inch nominal pipe size.

(b) Material manufactured according to the requirements of A. S. T. M. designation A 206-42 T shall be considered as satisfying the requirements for carbon-molybdenum grade P 1 pipe, as set forth in §§ 51.11-1 to 51.11-9, inclusive, of this chapter.

§ 151.8 *Seamless brass pipe.*—Material manufactured according to the specifications of A. S. T. M. designation B 43-42 shall be considered as satisfying the requirements for seamless brass pipe, as set forth in §§ 51.13-1 to 51.13-14, inclusive, of this chapter.

§ 151.9 *Steel castings*.—Material manufactured according to the specifications of A. S. T. M. designation A 157-42, type C 1 shall be considered as satisfying the requirements for carbon-molybdenum alloy-steel castings, grade C 1, as set forth in §§ 51.17-1 to 51.17-12, inclusive, of this chapter.

§ 151.10 *Gray iron castings for valves, flanges, and pipe fittings*.—Material manufactured according to the specifications of A. S. T. M. designation A 126-42 shall be considered as satisfying the requirements for iron castings, as set forth in §§ 51.18-1 to 51.18-10, inclusive, of this chapter.

§ 151.11 *Bronze castings*.—Material manufactured according to the specifications of A. S. T. M. designation B 61-42 shall be considered as satisfying the requirements for grade B bronze, as set forth in §§ 51.20-1 to 51.20-10, inclusive, of this chapter.

§ 151.12 *Steel plates (flange and fire-box quality)*.—Material manufactured in accordance with the specifications of A. S. T. M. designation A 70-42 shall be considered as satisfying the requirements for steel plates, as set forth in §§ 51.21-1 to 51.21-13, inclusive, of this chapter.

#### EQUIPMENT APPROVED BY THE COMMANDANT

The following items of equipment for the better security of life at sea have been approved by the Commandant, United States Coast Guard, and published in the Federal Register of August 17, 19, and September 11, 16, 1943:

##### *Bilge pumps.*

Deming Co., Salem, Ohio, bilge pump for lifeboats, Fg. 1570, size 4 (size U. S. C. G. No. 3, for use in lifeboats exceeding 700 cubic feet capacity) (drawing No. R-4277½, dated 11 August 1943).

Allied Marine Equipment Division, Taprite Products Corporation, Hackensack, N. J., bilge pump for lifeboats (size U. S. C. G. No. 2) (drawing No. 81, dated 8 January 1943) (correction previous approval, published 8 F. R. 4195, 2 April 1943; COAST GUARD BULLETIN for May 1943, p. 142.)

##### *Davits.*

C. C. Galbraith & Son, Inc., New York, N. Y., Steward Mechanical Davit, type 5-A-5-6 (drawing No. 1296, dated 22 March 1943) (maximum working load of 4,000 pounds per arm).

Welin Davit & Boat Corporation, Perth Amboy, N. J., Welin boom-type sheath screw davit, type "A" (general arrangement drawing No. 1906, dated 28 May 1941, revised 11 September 1941) (for a maximum working load of 4,250 pounds per arm).

##### *Disengaging apparatus.*

Lane Lifeboat & Davit Corporation, Flushing, N. Y., Mills releasing hook, type D (maximum working load of 9,500 pounds per hook) (drawing No. M128, dated 15 July 1943).

Welin Davit & Boat Corporation, Perth Amboy, N. J., Rottmer releasing gear (drawing No. 2499-35, dated 22 June 1943) (maximum working load 19,900 pounds per hook).

##### *Embarkation-debarkation ladders.*

American Chain Ladder Co., Inc., New York, N. Y., embarkation-debarkation ladder (drawing No. 141, dated 21 July 1943).

Kent Marine Products Corporation, West Babylon, N. Y., embarkation-debarkation ladder (drawing No. 407, dated 17 July 1943).

John B. Salterini Co., New York, N. Y., embarkation-debarkation ladder No. 504 (drawing dated June 1943).

##### *Emergency fishing kits.*

Sears Roebuck & Co., Chicago, Ill., emergency fishing kit No. 10.

Jed Welsh, Long Beach, Calif., emergency fishing kit No. 2.

##### *Emergency lights.*

Grether Manufacturing Co., Dayton, Ohio, type J-IS hand lantern, Navy Department, Bureau of Ships, drawing 9-S-5311, alt. 3; type JR-1 relay controlled hand lantern, Navy Department, Bureau of Ships, drawing 9-S-5293-L, alt. 2.



*Fire extinguisher.*

C-O-Two Fire Equipment Co., Newark, N. J., types PS 4, PSH 7½, PSH 10, and PSH 15 carbon dioxide fire extinguishers with squeeze-grip valves (drawings Nos. C-53788 and C-53882 dated 15 March 1943), having capacities of 4, 7½, 10, and 15 pounds, respectively.

*Fire extinguishing system.*

Cardox Corporation, Chicago, Ill., Cardox carbon dioxide extinguishing system for protection of the machinery spaces and cargo spaces (drawings Nos. FA-5985, FC-8045, FC-8313, FA-10308, FD-9968, FD-11069, FD-3852, FE-11577, FE-11538).

*Heating boiler.*

York Oil Burner Co., Inc., York, Pa., York Oil Burner Co.'s hot water heating boiler model HW-250 (general assembly drawing No. P-2829, dated 13 July 1943).

*Lifeboats.*

Boatcraft Co., Brooklyn, N. Y., 24' x 8' x 3'6" oar-propelled metallic lifeboat (403.2 cubic feet) (drawing No. 553, dated 31 August 1942).

C. C. Galbraith & Son, Inc., New York, N. Y., 24' x 8' x 8'6" motor-propelled metallic lifeboat (453 cubic feet gross) (drawing No. G-303, dated 11 January 1943, revised 12 February 1943).

Imperial Lifeboat & Davit Co., Athens, N. Y., 24' x 8' x 3'5" metallic motor-propelled lifeboat (450 cubic feet gross) (drawing No. M-1119, dated 15 April 1943); 24' x 8' x 3'5" metallic oar-propelled lifeboat (450 cubic feet) (drawing No. M-1117, dated 15 April 1943).

Lane Lifeboat & Davit Corporation, Flushing, N. Y., 18' x 6' x 2'4" oar-propelled metallic lifeboat (155 cubic feet) (drawings Nos. 1812, dated 20 April 1943, and 1812-B, dated 22 April 1943); 26' x 9' x 3'6" oar-propelled metallic lifeboat (505 cubic feet) (drawing No. 2651, dated 31 March 1943); 24' x 8' x 3'6" oar-propelled metallic lifeboat (450 cubic feet) (drawing No. 2428, dated 5 August 1943); 24' x 8' x 3'6" motor-propelled metallic lifeboat (450 cubic feet gross) (drawing No. 2425, dated 5 August 1943); 28' x 9'3" x 3'10" motor-propelled metallic lifeboat (613 cubic feet gross) (drawing No. 2817, dated 26 July 1943); 24' x 7'9" x 3'3" oar-propelled metallic lifeboat (375 cubic feet) (drawing No. 2432, dated 17 August 1943).

Wellin Davit & Boat Corporation, Perth Amboy, N. J., 26' x 9' x 3'8" oar-propelled metallic lifeboat (513 cubic feet) (drawing No. 1456-D, dated 22 June 1943); 24' x 8' x 3'7" metallic motor-propelled lifeboat (458 cubic feet gross) (drawing No. 2605, dated 5 May 1943); 31' x 11'3" x 4'6" metallic hand-propelled lifeboat (1,028 cubic feet) (drawings No. 2443, dated 5 November 1942, and No. 2665, dated 31 July 1943); 24' x 8' x 3'7" oar-propelled metallic lifeboat (453 cubic feet) (drawing No. 2602, dated 29 April 1943).

*Lifeboat skates.*

The Maryland Drydock Co., Baltimore, Md., standard lifeboat skate (drawing No. STD #196, dated 30 October 1942).

Western Pipe & Steel Company, of California, San Francisco, Calif., lifeboat skates (drawing plan C3-1334, alt. 1, dated 20 March 1943).

*Lifeboat winch.*

C. C. Galbraith & Son, Inc., New York, N. Y., power lifeboat winch, type G, size No. 1, (drawing No. 1150, dated 21 June 1942).

*Life Floats.*

General Equipment Corporation, Long Island City, N. Y., 20-person elliptical solid balsa wood life float (construction drawing No. E-25-22243, dated 10 February 1943, and alternate strap attachment drawing No. SM-22343, dated 1 February 1943).

Savage Boat Works, Los Angeles, Calif., 20-person rectangular balsa wood life float, model RSWW (drawing dated 28 June 1943).

*Life Preservers.*

Chesapeake Appliance Corporation, Baltimore, Md., model No. 100 adult kapok life preserver (Navy standard type with body strap) (Navy Department Bureau of Ships drawings No. 83927, alt. "H", No. 83928, alt. "G", and Bureau

of Ships Ad Interim Specifications 23P12 (INT), dated 1 December 1942), approval No. B-191, model No. 200 adult quilted type kapok life preserver (drawing model No. 200, revised 10 August 1943).

#### *Life Raft.*

The Williams & Wells Co., New York, N. Y., 20-person, 131 square-foot, reversible life raft (drawing No. MV-24, dated 24 May 1943).

#### *Lifesaving Nets.*

Kent Marine Products Corporation, West Babylon, N. Y., lifesaving net, model "A" (drawing No. 408, dated 20 July 1943, revised 31 July, 1943).

Williams & Wells Co., New York, N. Y., lifesaving net, designated as Norwell debarkation ladder (drawing N. G. M. 11, dated 10 July 1943).

#### *Lifesaving Suit.*

B. F. Goodrich Co., Akron, Ohio, model No. 4 lifesaving suit.

#### *Line-Throwing Gun.*

Catskill Metal Works, Inc., Catskill, N. Y., 2½-inch line-throwing gun (drawings Nos. B-5372 and B-5373, dated 3 June 1943).

#### *Low-Pressure Heating Boiler.*

Way-Wolff Associates, New York, N. Y., Way-Wolff Associates Blue Jacket Ship Heater (maximum working pressure 30 p. s. i.) (drawing No. H-103A, dated 5 November 1942, revised 12 July 1943, and drawing No. H-104A, dated 30 October 1942, revised 12 July 1943).

### APPROVAL NUMBERS FOR STANDARD LIFESAVING DEVICES

Approval numbers have been assigned to standard lifesaving devices of manufacturers in accordance with the following list, under the applicable provisions of regulations for inspected vessels prescribed by the Commandant, United States Coast Guard, or section 28.4-1 of the General Rules and Regulations for Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length, which supplements the lists appearing in previous BULLETINS, during the period from August 15 to September 16, 1943.

Manufacturer and type of lifesaving device	Approval number
Standard Handbags, Inc., 140 E. 5th St., Plainfield, N. J.:	
Standard adult kapok life preserver.....	A-266
Standard child kapok life preserver.....	A-267

### ITEMS EXAMINED BY THE MERCHANT MARINE INSPECTION DIVISION AND FOUND SUITABLE FOR MARINE USE

#### ACCEPTABLE FUSIBLE PLUGS

The Marine Engineering Regulations require that fusible plug manufacturers who desire to have their products approved for marine service on merchant vessels subject to inspection by the Coast Guard, shall submit samples for testing from each heat to the Commandant, United States Coast Guard. If the sample fusible plugs pass the test satisfactorily, the manufacturer is notified and then the plugs may be used on vessels subject to inspection by the Coast Guard. For the information of all parties concerned, a list of approved heats for manufacturers which have been tested and found acceptable during the period from August 15 to September 16, 1943, are as follows:

*M. Greenberg's Sons*, San Francisco, Calif., heat Nos. 132 and 133.

*The Lunkenheimer Co.*, Cincinnati, Ohio, heat No. 203.

*Wahcorth Co., Inc.*, Greenburg, Pa., heat No. 116.

#### ELECTRICAL APPLIANCES

For the use of Coast Guard personnel in their work of inspecting merchant vessels, a new publication entitled "Miscellaneous Electrical Equipment Satisfactory for Use on Merchant Vessels" is now being printed. To supplement this publication, the electrical equipment is listed in the same style. This list is not intended to be an all-inclusive list of miscellaneous electrical equipment; accordingly, items not included may also be satisfactory for marine use.

Manufacturer and description of equipment	Location apparatus may be used				Date of action
	Passenger and crew quarters and public spaces	Machinery, cargo, and work spaces	Open decks	Pump rooms of tank vessels	
Auth Electrical Specialty Co., Inc., New York, 22, N. Y.: 6-circuit and master combined running light supervisory and supply panel, drawing No. 12643-A, alt. 5.....	X	X			8/18/43
Full automatic running light supervisory panel for towing vessels, No. 594, 6-circuit and master with blackout switches, drawing No. 81143-A, alt. 1.....	X	X			9/11/43
Benjamin Electric Mfg. Co., Des Plaines, Ill.: Pit light, 150-watt, catalog Nos. 5715 and 5710, drawing 223837-A, issue No. 1, catalog Nos. 5720 and 5717, 200-watt.....	X	X			8/21/43
Boyd Lighting Fixtures Co., San Francisco, Calif.: Deck fixture, watertight, drawing Nos. B-6444 and B-6444-A, rev. 6-8-43, 60 watts and 150 watts, respectively.....	X	X	X		8/25/43
Pendant fixtures, watertight, drawing Nos. B-6469 and B-6470, rev. 0, 60 watts and 200 watts, respectively.....	X	X	X		8/25/43
Bulkhead fixture, watertight, drawing No. B-6448, rev. 4-15-43, 60 watts.....	X	X	X		8/25/43
Brelco Corporation, New York, N. Y.: Single engine mechanical telegraph transmitter with reply, 12-inch, double face, pedestal mounted, drawing No. 1551, alt. C.....					8/26/43
Single engine mechanical telegraph transmitter with reply, 12-inch, double face, pedestal mounted, through lead type, drawing No. 1552, alt. D.....					8/26/43
16-inch mechanical telegraph with reply, bulkhead mounted, drawing No. 1560, alt. O.....					8/26/43
16-inch mechanical telegraph indicator, with reply, bulkhead mounted, drawing No. 1600, alt. 1.....					8/25/43
Dayton Manufacturing Co., Dayton, Ohio: Ceiling fixture, watertight, No. C-10754, 100 watts, drawing No. 1721-1, rev. O.....	X	X	X		8/26/43
Water gage light, watertight, No. B-5533, drawing No. 1899, rev. O.....	X	X			8/26/43
Adjustable bracket fixture, drawing No. DT-51-1, rev. 1.....	X				8/26/43
Edwards & Co., Norwalk, Conn.: Running light telltale panel in watertight enclosure (full automatic), layout and dimensions typical 4-circuit, M. D. No. 2384, plan No. 6829, sheet 1 of 2, alt. 1.....	X	X	X		9/11/43
Running light telltale panel (full automatic), layout and dimensions, 4 circuit, catalog 1788, plan 6761-GL, alt. 2.....	X	X			9/11/43
Running light panel in watertight enclosure, layout, detail and wiring diagram of M. D. 2380, typical 4-circuit (full automatic), plan No. 6856, alt. 1.....	X	X	X		9/13/43
Call bell push buttons for 250 volts or less, watertight: Type T, single gang, catalog No. 1709.....	X	X			8/27/43
Type R, single gang, catalog No. 1710.....	X	X			8/27/43
Type P, single gang, catalog No. 1711.....	X	X			8/27/43
Type A-S, double gang, catalog No. 1712.....	X	X			8/27/43
Type A-S, three gang, catalog No. 1713-3.....	X	X			8/27/43
Type A-S, four gang, catalog No. 1714-4.....	X	X			8/27/43
Type A-S, five gang, catalog No. 1713-5.....	X	X			8/27/43
Henschel Corporation, Amesbury, Mass.: Nonautomatic running light panel, plan 40-010-18, alt. 7-28-43.....	X	X			9/11/43
Murlin Manufacturing Co., Philadelphia 43, Pa.: Blackout door switch, watertight, 6 amperes, 125 volts, drawing of fixture No. 504 (revised 5-10-43).....	X	X	X		8/16/43
Blackout door switch, watertight, 12 amperes, 125 volts, drawing of fixture No. 949.....	X	X	X		8/16/43
Patrick & Wilkins Co., Philadelphia 6, Pa.: General alarm contactor, watertight, double pole, 15 amperes, 125 volts, catalog No. 1600, drawing No. 1000 (no alt. No.), 10 amperes, 250 volts.....	X	X	X		8/23/43
Chas. Wagner Mfg. Co., Inc., Brooklyn, N. Y.: Berth light, nonwatertight, 60-watt maximum, drawing No. W-2530 (no alt. No.).....	X				9/6/43
Wheeler Reflector Co., Boston, Mass.: Vaporproof deck fixture, 200 watts, drawing No. SK-14152-11, alt. 13.....	X	X	X		9/14/43

The products listed under the various manufacturers are not necessarily equivalent in quality or merit and the list indicates only that minimum requirements have been met. Some of these items are listed only for the duration of the present national emergency.

## AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items of equipment in accordance with these regulations for use on merchant vessels subject to inspection by the Coast Guard. The affidavits received and accepted during the period from August 15 to September 16, 1943, are as follows:

- Campbell & Budding, Inc.*, San Jose, Calif., manifolds and valves.  
*Crawford & Doherty Foundry Co.*, Portland, Oreg., cast iron flanged pipe fittings.  
*Farris Engineering Co.*, Ridgefield, N. J., relief valves.  
*Hickman Engineering Co.*, San Francisco, Calif., valves and fittings.  
*Illinois Malleable Iron Co.*, Chicago, Ill., malleable iron pipe fittings.  
*Jesco, Inc.*, Los Angeles, Calif., fabricated steel welding fittings.  
*Muncie Gear Works, Inc.*, Muncie, Ind., valves, manifolds and fittings.  
*Pacific Nipple Co.*, San Francisco, Calif., pipe nipples and malleable iron fittings.  
*Packless Metal Products Corp.*, New Rochelle, N. Y., self-flaring copper tube fittings.  
*Peerless Welding Co.*, San Francisco, Calif., fabricated valves and fittings.  
*Pelton Water Wheel Co.*, San Francisco, Calif., valves and fittings.  
*Edwin B. Pray*, San Jose, Calif., valves.  
*Rogers Iron Works Co.*, Joplin, Mo., steel castings and fittings.  
*The Standard Tube Co.*, Detroit, Mich., electric resistance welded boiler tubes.  
*Stando Bolt Co.*, Houston, Tex., studs and bolts.  
*H. A. Thrush & Co.*, Peru, Ind., relief and reducing valves.  
*U. S. Pipe & Manufacturing Co.*, San Francisco, Calif., valves and fittings. (This listing supersedes the listing for the U. S. Pipe & Bending Co., San Francisco, Calif., for valves and fittings, published in the Maritime Inspection and Navigation Bulletin for June 1942, page 5.)  
*Western Forge & Flange Co.*, San Jose, Calif., forged steel flanges and fittings.  
*Wildo Engineering Co.*, Lynwood, Calif., cast valves and fittings.

## AMENDMENTS TO THE INSPECTION AND NAVIGATION REGULATIONS

For the information of those interested in knowing when all the amendments to the inspection and navigation regulations and when equipment approved for merchant vessels were published in the Federal Register, the following table for the period from August 15 to September 16, 1943, is published. Copies of the Federal Register are obtainable from the Superintendent of Documents, Government Printing Office, Washington, D. C.

Publication date	Subject	Title and parts amended
August 17.....	Tank vessel regulations; use of wooden lifeboats.....	Title 46, parts 33, 37.
August 17.....	Marine engineering regulations; materials and construction.....	Title 46, parts 51, 52, 151.
August 17.....	Approval of equipment.....	None.
August 19.....	Regulations for security of ports and the control of vessels in the navigable waters of the United States.	Title 33, part 6.
August 19.....	Approval of equipment.....	None.
August 28.....	Waiver of navigation and inspection laws for War Department vessels.	Title 46.
August 28.....	Regulations, U. S. Coast Guard auxiliary, organization and administration.	Title 33, part 5.
September 3.....	Air raid and blackout regulations for vessels, harbors, ports, and water-front facilities.	Title 33, part 10.
September 11.....	Pilot rules for western rivers; visual signal.....	Title 33, part 332.
September 11.....	Tank vessel regulations; requirements for equipment and life-saving appliances.	Title 46, parts 32, 33.
September 11.....	Marine engineering regulations for construction and welding, and regulations for lifesaving appliances.	Title 46, parts 52, 56, 59, 60, 76.
September 11.....	Approval of equipment.....	None.
September 16.....	do.....	Do.

